

In the Claims:

The full set of claims is as set forth below:

1-11. (Cancelled)

12. (new) A marine vehicle having a hull provided with a bow, a wave shock absorbing system incorporating structural means for absorbing wave shock comprising a plurality of forwardly mounted sections of predetermined width and length and arranged in spaced relationship to each other providing channels between the structural members on the bow to retard wave progression towards the hull by diffusing waves. (*CIP Serial No. 10/695,706 'Background of the Invention', 'Object and Advantages', 'Summary of Invention', Figs: 2, 4, 7, 8. U.S. Patent No. 6,647,910, Col. 6, lines 22-31*)

13. (New) The marine vehicle of claim 1 where the channels are adapted to channel air and reduce suction on the diffuser and under the hull. (*CIP Serial No. 10/695,706, Fig. 7 'Abstract Technical Field'*)

14 (New) The marine vehicle of claim 1 where the channels have a long elongated configuration that extends under the hull. (*CIP Serial No. 10/695,706, Fig. 10 'Objectives and Advantages [paragraph 035], U.S. Patent No. 6,647,910, Col. 4, line 27*)

15. (New) The marine vehicle of claim 1 wherein the hull has a rectangular shape. (*CIP Serial No. 10/695,706, Figs. 4, 8, 13. 'Objectives and Advantages [paragraph 017], U.S. Patent No. 6,647,910, Figs. 4, 8, Col. 3, line 46 and Col. 2, line 63*)

16. (New) The marine vehicle of claim 1 where the forwardly mounted sections are adapted to channel coolant fluids through the sections to cause heat exchange between the said coolant and air-cooled or wetted surfaces of the mounted sections. (*CIP Serial No. 10/695,706, Fig. 11 'Objectives and Advantages [paragraph 027], U.S. Patent No. 6,647,910, Col. 3, lines 1-4*)

17. (New) The vehicle of claim 1 wherein the hull has a non-curved surface. *(CIP Serial No. 10/695,706, Fig. 8 'Objectives and Advantages [paragraph 017], U.S. Patent No. 6,647,910, Figs. Col. 2, line 16 and Col. 3, line 1)*

18. (New) The vehicle of claim 1 where the channels are adapted to divide water and mix with air to form compressible fluid to absorb shock imparted on the bow while the marine vehicle is moving through the waters. *(CIP Serial No. 10/695,706, Figs. 7, 9, 10 'Objectives and Advantages [paragraph 009], U.S. Patent No. 6,647,910, Col. 6, lines 22-31)*

19. (New) The vehicle of claim 1 where the said forwardly mounted sections are positioned in the diffuser assembly to provide a cavity between the sections and the hull to further mix air with the wave and equalize pressures caused by uneven wave impact. *(CIP Serial No. 10/695,706, Fig. 9 'Objectives and Advantages [paragraph 042])*

20. (New) The vehicle of claim 1 where the said wave shock absorbing system is mounted remotely in front of a bow of any shape to reduce wave impact on the said bow. *(CIP Serial No. 10/695,706, Fig. 14 'Objectives and Advantages [paragraph 029]*

21. (New) The vehicle of claim 1 where the said wave shock absorbing system has a cap on top of the said forwardly mounted section to provide for the upward containment of the wave and wave gas mixture to protect the said vehicle from water and spray and force the gas and liquid mixture downward under the said hull. *(CIP Serial No. 10/695,706, Fig. 9 'Objectives and Advantages [paragraphs 019, 020], U.S. Patent No. 6,647,910, Col. 3, line 16)*

22. (new) The vehicle of claim 1 where the said forwardly mounted sections are terminated at the waterline or above to prevent diffuser operation where no waves are present. (*CIP Serial No. 10/695,706, 'Objectives and Advantages [paragraph 035], U.S. Patent No. 6,647,910, Col. 4, line 29)*

23. (New) The vehicle of claim 1 where the forwardly mounted sections are adapted to rotate to provide repetitious contact with the wave to hasten diffusing the wave and mixing of air with the wave to retard wave shock. (*CIP Serial No. 10/695,706, Fig. 12 'Objectives and Advantages [paragraph 025], U.S. Patent App. 09/951,603, page 13, line 1)*

24. (New) A marine vehicle of claim 1 adapted to provide adjustable forwardly mounted sections incorporating sensing means for anticipating wave impact and urging means for moving the said adjustable forwardly mounted sections to provide optimal wave diffusion and air and water mixing to retard shock. (*CIP Serial No. 10/695,706, Fig. 13 'Objectives and Advantages, U.S. Patent App. 09/951,603, 'Technical Field')*

25. (New) The vehicle of claim 1 where the wave diffuser structure being through necessity a high strength structure is adapted to house the craft's propulsion structure. (*CIP Serial No. 0/695,706, Fig. 15 'Objectives and Advantages [paragraph 040], U.S. Patent 6,647,910, Col. 3, line 33, and Column 2, line 64)*

26. (New) The vehicle of claim 1 where the wave diffuser structure being through necessity a high strength structure is adapted to house the land wheels and drive system of an amphibious vehicle. (*CIP Serial No. 0/695,706, 'Objectives and Advantages [paragraph 040], U.S. Patent 6,647,910, Col. 3, line 37)*

27. (New) A wave shock absorbing system incorporating structural means for absorbing wave shock comprising a plurality of forwardly mounting sections of predetermined width and length and arranged in spaced relationship to each other providing channels between the structural members to retard wave progression adapted to attach to fixed seawalls, bulkhead, breakwater structures or the like to reduce impact shock on the said fixed seawall, bulkheads, breakwater structure, or the like. (*CIP Serial No. 0/695,706, Fig. 17 'Objectives and Advantages [paragraph 039]*)